

U. S. INSISTS ROADS EXPLAIN PORT DELAY

Commerce Board Summons Lines Entering New York to Inquiry.

UNIFICATION IS ISSUE

Order Requires Carriers to Show Why Facilities Shouldn't Be Linked.

CONFERENCE IS HELD

Port Authority Says Roads Have Not Cooperated—Presents Program.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Dec. 16.

The Interstate Commerce Commission today announced the issuance of orders to the trunk line railroads entering the Port of New York to appear before the commission and show cause why the unification of terminal facilities should not go forward under the comprehensive plan of the Port of New York Authority.

The action resulted from conferences between the Port of New York Authority and the commission co-operating to put the gigantic port improvement program into effect. The unification of existing rail facilities, now under the jurisdiction of the Federal Government through the Interstate Commerce Commission, is part of the general scheme, and a hearing on the whole question is regarded as necessary.

The railroads ordered to appear are the Pennsylvania, the Central of New Jersey, the Lehigh Valley, the Baltimore and Ohio, the Erie, the Delaware, Lackawanna and Western, the New York, Susquehanna and Western, the Erie Terminal, the Hoboken Shore, the New Jersey Junction, the National Dock, the New York Central, the New Haven, the Long Island, the New York Connecting, the Staten Island Rapid Transit, the Erie and Port Lee, the Philadelphia and Reading and the West Shore.

The whole question applies to the jurisdiction of the existing railroad fa-

ilities within the territory covered by the New York Port Authority, which is seeking to unify these facilities and construct additional belt lines to link together the various sections of the district. The general scheme already has the approval of the States of New York and New Jersey and the Federal Government.

The State and Federal authorization to the Port of New York Authority stipulated that nothing should be done which was inconsistent with the Constitution of the United States or of either States involved. For that reason it is considered probable that approval of the unification scheme by the Interstate Commerce Commission, which is empowered to deal with railroads in interstate commerce, will be required.

In addition to the belt line and waterfront line contemplated the Port Authority is planning a tunnel under the upper bay from the railroad classification yards at Greenville N. J. to Bay Ridge, Brooklyn, to tie up with the New York Connecting Railroad. This tunnel with the so-called Middle Belt Line in New Jersey, is called the backbone of the entire comprehensive plan. The program worked out by the engineers and statisticians of the Port Authority during the last few months, with a view of determining the necessity and desirability of the belt lines, will be laid before the Interstate Commerce Commission in connection with the hearings which soon

are to be held. Representatives of the Port Authority were in Washington today arranging for the presentation of this date.

The Port Authority has presented a statement of its program to the Interstate Commerce Commission as follows:

"Terminal operations within the port district, so far as economically practicable, should be unified; there should be consolidation of shipments at proper classification points, so as to eliminate and reduce duplication of effort in efficient loading of equipment and reduction of expenses; the processes of coordinating facilities should, so far as possible, adopt existing facilities as practical parts of the new system, so as to avoid needless destruction of existing capital investment and reduce, so far as possible, the requirements for new capital; definite methods for prompt relief should be devised which could be applied for the better coordination and operation of existing facilities, while larger and more comprehensive plans for future development are being carried out."

"The Port Authority has exhausted its efforts in endeavoring to secure cooperation at the hands of principal railroads serving the port of New York. Its work has reached the point where it deems it necessary to invoke the assistance and cooperation of the Interstate Commerce Commission. The joint resolution of July 1, 1922, provides that consent there-in given by the Congress is subject al-

ways to the approval of the officers and agents of the United States as required by acts of Congress touching the jurisdiction and control in the United States over the matters or any part thereof covered by the resolution."

CALLS ON THE RAILROADS TO DEVELOP THE PORT

J. Spencer Smith Says Rivalries Must Cease.

Special Dispatch to THE NEW YORK HERALD.

Princeton, Dec. 16.—The dead line where the rivalries of competing railroads must cease has been reached at the Port of New York, said J. Spencer Smith, vice-chairman of the Port of New York Authority, before the class in government at Princeton University today.

Mr. Smith had only praise for the way in which the railroads are handling the commerce of the nation, but said the interest of the public demanded that they pool their facilities in the port district in conformity with the proposed unification. He went on:

"The consumer is paying more for food

supplies than he should. No investigation that I know of have as yet shown that there are any so-called profiteers in between. It is not a question of any one receiving undue profits, but there is unnecessary handling of produce, which costs money, and a lack of facilities for handling food supplies without delay and at reasonable cost."

"Port development is not a local question, nor does it interfere with municipal home rule. When the Port Authority's plans are consummated the accommodations in the Port of New York will be ample to take care of ten, yes, twenty times the amount of commerce that is now passing through the port and at a lower cost."

ROSENBLUTH CASE HELD UP.

Samuel M. Hittcock, United States Commissioner, yesterday adjourned until December 26 arguments in proceedings for the removal to Washington of Capt. Robert Rosenbluth, charged with complicity in the murder at Camp Lewis, Washington, October 25, 1918, of Major Robert Cronkite. Briefs will be submitted December 22 by attorneys for the Government and for the defendant.

LAWYERS URGE CITY TO GIVE POSTAL SITE

Bar Association Also Asks Congress for Appropriation for Building.

The Bar Association of New York made public last night a resolution adopted by the association at its meeting last week urging that the city government promptly deed the Federal Government a site near the new County Court House in exchange for the Federal Building in City Hall Park. The resolution also urged Congress to appropriate at once the money necessary for the erection of a new Federal building or buildings.

It is pointed out that last April a commission was appointed by President

Harding consisting of the Secretary of the Treasury, the Attorney-General and the Postmaster-General, and authorized to exchange the land in City Hall Park for other land to be deeded by the city for a new downtown post office and Federal court house.

"Whereas," says the lawyers' resolution, "there is urgent necessity for the erection of a new Federal court house adapted to house the Circuit Court of Appeals of the Second Circuit and the District courts of the Southern district of New York, to provide suitable judges' chambers, clerks and marshals' offices and offices for the United States Attorney and staff, and urgent need for increase in postal facilities."

"Resolved, That we urge upon the commission and the city government the prompt exchange of sites as directed by the joint resolution of Congress and that we urge upon Congress prompt appropriation of money necessary for the erection of appropriate buildings."

\$15,000 FOR LOUVAIN FUND.

Subscriptions totaling \$15,000, mostly in amounts of 5 cents and under, have been reported by schools and colleges in New York to headquarters of the American Committee for the Restoration of the

Louvain Library. Only about half of the public schools had reported yesterday.

BOYS FIGHT OFF POLICE AND FILL COAL SACKS

Yonkers Band Solves Problem of Fuel Supply.

A band of boys, 12 and 14 years old, yesterday solved the problem in Yonkers of obtaining coal. Shortly after daylight the boys, carrying sacks, descended en masse on the coal yard of William S. Harrigan Company in River street, Yonkers. When the surprised watchman tried to run them away the boys chased him back into the building, attacking him with chunks of coal.

The watchman telephoned police, and when a cordon of patrolmen arrived the boys split into two groups. One group held off the police by throwing coal while the other members of the band continued to fill their sacks. When the filling was completed they gave a signal to their companions and all fled. None of the boys was caught.

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Sterling Silver Chain

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What You Want, at Prices That Make It
Possible to Buy More Than You Planned

Hosiery Shop

Street Floor

Famous Parfait
Quality Ingrain Silk
Stockings

Silk from top to toe, in
black, white or
all smart shades 1.95

Parfait Sheer Ingrain
Silk Stockings

Silk from top to toe, in
black or all
smart shades . . 2.95

Parfait Silk
Openwork Clox
Stockings

Ingrain silk from top
to toe; black, white
or smart shades . 2.85

Chantilly Lace Motif
Parfait Silk Stockings

Black ingrain silk from
top to toe with
French lace inserts 4.25

Glove Shop

Street Floor

Imported French
Two-Clasp Glace
Kidskin Gloves

White, black or
street shades . . 1.50

Imported French
Glace Kidskin
Novelty Gloves

Strap-wrist;
smart shades . . 2.95

12-Button
Imported French
Glace Kidskin Gloves

Black, white or
street shades . 3.85

16-Button
Imported French
Glace Kidskin Gloves

Black, white or
street shades . 4.95

Negligee Shop

First Floor—Take Elevators

Chinchilla Cloth
Bathrobes
Light but warm 15.75

Imported Hand
Embroidered Crêpe
de Chine Robes 15.00

Quilted Satin Lamb's
Wool Lined Robes
With Moufflon 19.75

Velvet Figured
Corduroy Robes
With Moufflon 9.75

Silk Underwear Shop

Street Floor

Parfait
Glove Silk Vests
Ribbon shoulder
straps, flesh color 1.45

Parfait
Glove Silk Vests
Heavy quality; plain or
six fancy models 1.95

Glove Silk
Costume Slips
Flounced model in
Smart colors . 5.95

Parfait
Glove Silk Knickers
Full cut,
flesh color . . 2.45

Parfait
Glove Silk Knickers
Heavy quality; plain or
fancy; full cut . 2.95

Glove Silk Step-in
Combinations
Tailored or lace trimmed,
estrelle or flesh. 3.95

Silk Lingerie Shop

First Floor—Take Elevators

Silk Triple Voile
Vest Chemises
With net insertions and
edging; pastel
colors. 3.95

Silk Triple Voile
Step-in Drawers
With net insertions, fine
tucks; pastel colors 3.95

Silk Jersey
Petticoats
Wheel motif hem
model; in costume
colors. 4.95

Crêpe Silk Meteor
Petticoats
With deep hem; white
or costume colors. 6.95

Personal Gift Shop

Street Floor

Paris-Made Hand
Beaded and Hand
Crocheted Bags 8.50

Imported French
Beaded Draw-
String Bags 12.00

French Doll
Electric
Boudoir Lamp 7.00

Imported
Real Leather
Manicure Rolls 5.00

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FOR HIS CHRISTMAS



The longer a man has
the things he wears, the
better he likes them—and
these are the qualities
that last longest and look
well as long as they last

From the Men's Glove Shop

Street Floor

Men's One Clasp
Mocha Gloves

prixseam sewn, spear
point back in gray. 2.75

Men's One Clasp
Capeskin Gloves

prixseam sewn, spear
point back in tan. 1.65

From the Men's Hosiery Shop

Street Floor

Men's Silk Socks

black, white, cordovan,
gray, taupe, navy blue;
lisle sole and top;
full fashioned. 1.00

Men's Ingrain Silk Socks

extra quality, black, white,
cordovan, navy blue,
taupe; silk top;
full fashioned. 1.85

Men's English Wool
Socks With Emb'd Clox

brown, green or blue
heathers; full
fashioned. 2.00

Men's English Wool
Golf Hose

in camel, brown or green
heathers, also oxford gray;
self or colored tops. 4.95



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